



The Congestion Mitigation and Air Quality Improvement (CMAQ) Program: Changes under SAFETEA-LU

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August 30, 2006



U.S. Department of Transportation
Federal Highway Administration

SAFETEA-LU
Safe, Accountable, Flexible, Efficient Transportation Equity Act:
A Legacy for Users



- Background on the CMAQ Program
- SAFETEA-LU (2005) CMAQ Provisions



Background on CMAQ

- Created by ISTEA of '91, reauthorized by TEA-21 and SAFETEA-LU
- Funds transportation projects and programs to help achieve and maintain air quality standards (NAAQS)
- Jointly administered by FHWA and FTA in consultation with EPA



Basic Eligibility Requirements

- Transportation Project
- Reduces emissions
- Nonattainment or maintenance area



Geographic Eligibility

- Funding is available for:
 - ❖ Nonattainment areas, maintenance areas
 - CO, O₃, PM₁₀ and PM_{2.5}
 - ❖ Minimum apportionment funds
 - additional spatial flexibility



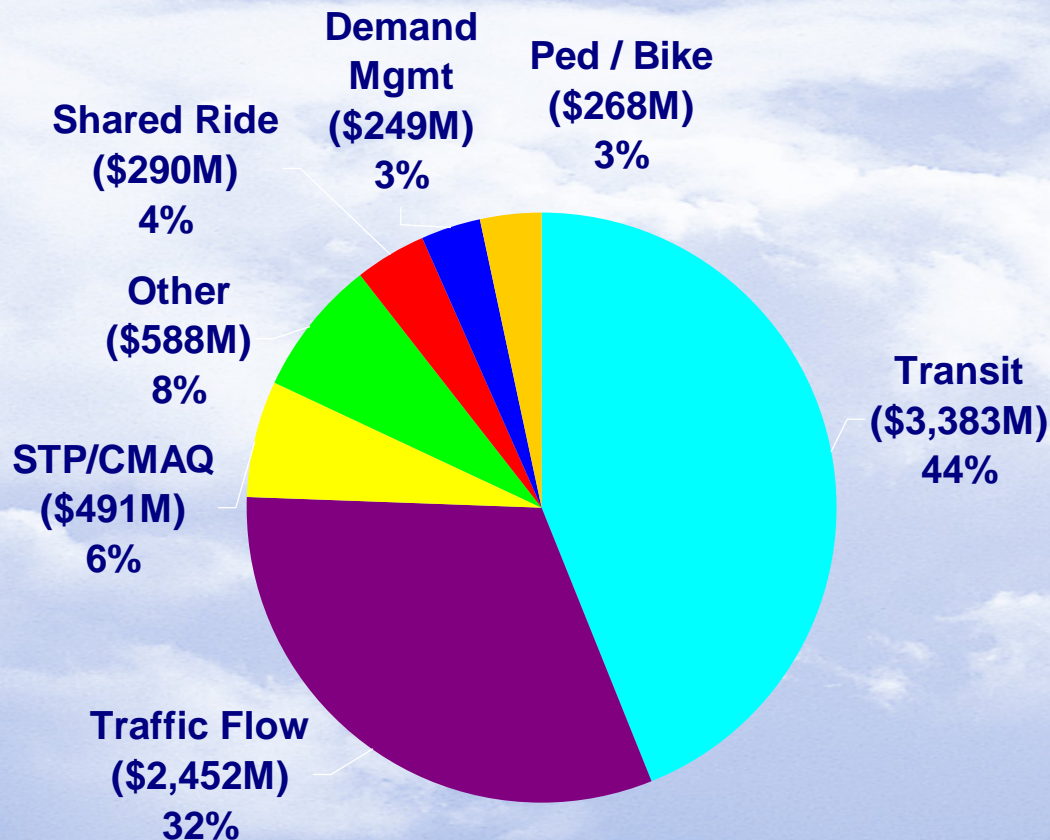
Projects Funded

- More than \$13 billion invested in 15,000+ projects since 1992
- Wide range of eligible projects
 - ❖ transit improvements
 - ❖ shared ride services
 - ❖ traffic flow improvements
 - ❖ demand management
 - ❖ bicycle and pedestrian projects
 - ❖ alternative fuels
 - ❖ inspection & maintenance programs
 - ❖ freight services
 - ❖ experimental pilots
 - ❖ public / private partnerships
 - ❖ diesel retrofits
 - ❖ anti-idling facilities





CMAQ Funding by Project Type (FY 1992-2000)





SAFETEA-LU (2005) CMAQ Provisions



More Areas, More Funding?

- 112 new counties are nonattainment for 8-hour ozone
 - ❖ 34 1-hour counties fall out of the apportionment formula



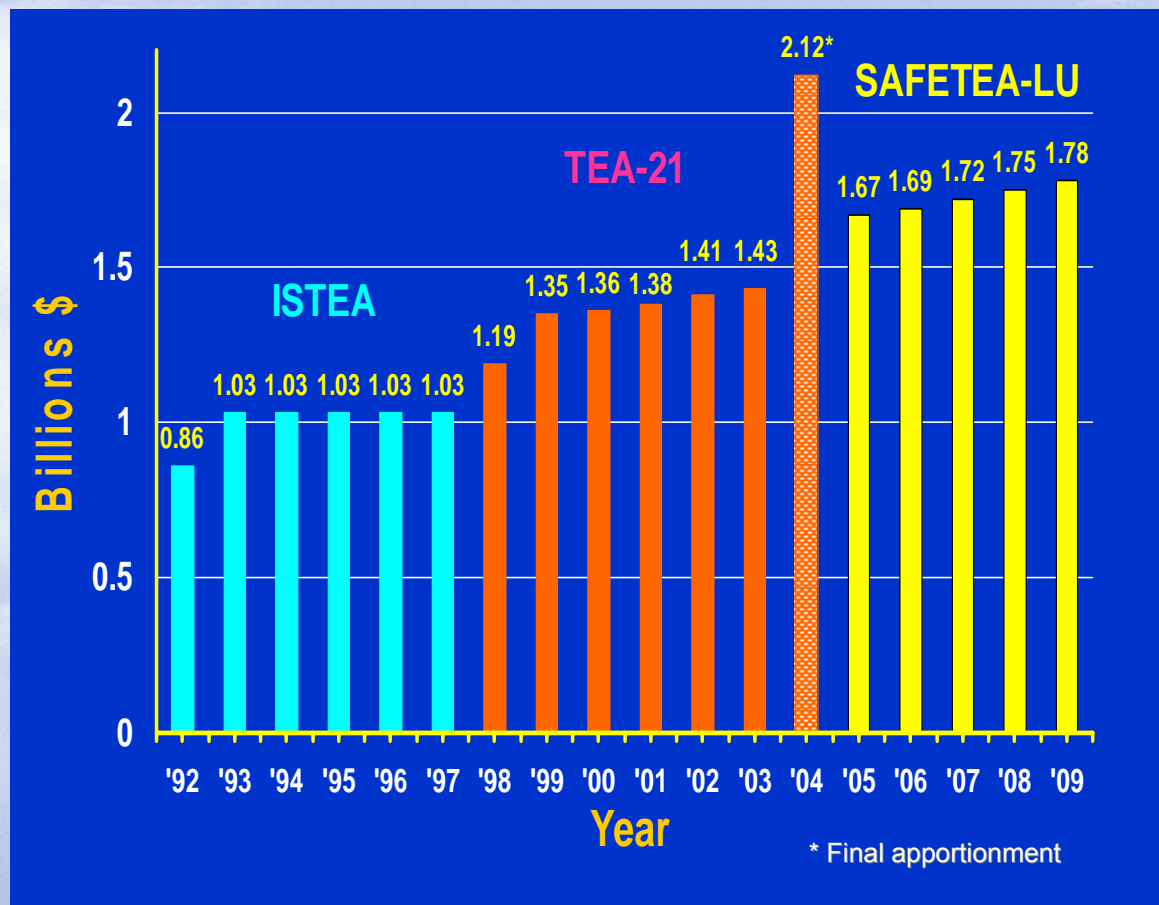
CMAQ Funding Levels (§1101)

- SAFETEA-LU funds CMAQ at about \$1.7 billion per year, about a 27% increase over TEA-21
 - ❖ This funding level will be augmented by a portion of Equity Bonus funds
 - ❖ Federal share remains at 80 percent for most projects

	'05	'06	'07	'08	'09	Total
Authorization (millions)	1,667	1,694	1,721	1,749	1,777	8,609



CMAQ Authorization Levels





Apportionment Formula

- Funds apportioned to States based on:
 - ❖ Population in Ozone and CO areas
 - ❖ Severity of the air quality problem
 - ❖ Multiple pollutants earn extra weight
- All States guaranteed a 0.5% minimum apportionment
- PM is NOT included in the formula



Apportionment Weighting Factors

		TEA-21	SAFETEA-LU
CO or O ₃	Maintenance	0.8	1.0
O ₃	Subpart 1	N/A	1.0
	Marginal	1.0	1.0
	Moderate	1.1	1.1
	Serious	1.2	1.2
	Severe	1.3	1.3
	Extreme	1.4	1.4
CO	Nonattainment	1.0	1.0
CO & O ₃	CO Maintenance	1.1 * O ₃ factor	1.2 * O₃ factor
CO & O ₃	CO Nonattainment	1.2 * O ₃ factor	1.2 * O ₃ factor

PM_{2.5} not included



Former 1-hour Ozone Nonattainment/ Maintenance Areas

- Expands eligibility to areas required to file maintenance plans under the CAA (§1808)



Highlighted Eligible Projects

- Transportation systems management & operations that mitigate congestion & improve air quality
- Purchase of integrated, interoperable emergency communications equipment





Highlighted Eligible Projects (cont.)

- Advanced truck stop electrification systems
- Allows anti-idling facilities in Interstate ROW (§1412)





Highlighted Eligible Projects (cont.)

- Diesel retrofits for on-road and off-road engines used in construction projects in ozone or PM nonattainment or maintenance areas
 - ❖ Includes replacement, repowering, rebuilding, after treatment technology.
- Outreach activities for diesel retrofits
- Conformity credit





Highlighted Eligible Activities (cont.)

- Priority for
 - ❖ Diesel retrofits and other cost-effective emission reduction activities
 - ❖ Cost-effective congestion mitigation activities
- Savings
 - ❖ “..not intended to disturb the existing authorities and roles of government agencies in making final project selections.”



State-Specific Flexibilities

- **Montana:** Operation of public transit activities in non-attainment or maintenance areas
- **Michigan:** Operation & maintenance of ITS strategies that serve nonattainment or maintenance areas
- **Maine:** Operation of passenger rail service between Boston, MA, and Portland, ME
- **Oregon:** Operation of additional rail service between Eugene and Portland
- **MO, IA, MN, WI, IL, IN, OH:** Purchase of alternative fuels or biodiesel



CMAQ Study (§1808f)

- U.S. DOT, in consultation with EPA, will evaluate and assess a representative sample of projects funded under the CMAQ program to:
 - ❖ Determine the direct and indirect impact of the projects on air quality and congestion levels
 - ❖ Ensure effective implementation of the program
- Requires maintenance and dissemination of a cumulative database on impacts of CMAQ projects
- Funding not addressed in SAFETEA-LU



Next Steps

- New CMAQ guidance
- Workshops / outreach activities
- Identify funding for CMAQ study



Resources

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■ Web

- ❖ <http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>